

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)

April, 1995

DATE April 7, 1995

All railroads subject to Regulations of the Federal Railroad Administration shall submit a false proceed signal report, original only, to the Federal Railroad Administration within five days after a false proceed occurs. If no false proceed occurs during any calendar month, a report showing "No Failures" must be filed within ten days after the end of the month.

Copies of this form will be furnished upon request to the Department of Transportation, Federal Railroad Administration, Office of Safety, Washington, D.C. 20590

REPORTING CARRIER (railroad & region or division)

Southern Pacific Lines  
San Antonio Division  
Ennis Subdivision

MAIL TO

Director of Railroad Safety  
Region 7  
Federal Railroad Administration  
650 Capital Mall Suite 7707  
Sacramento, CA 95814

REPORTING OFFICER (signature/title)

Engineer - Signals

A failure should not be counted more than one time in items 1, 2, 3, and 4; the failure should be classified under the basic system or appliance of which it forms an essential part. E.g.: assume grounds cause a block signal to indicate a false proceed causing corresponding indications of a cab signal system on each train approaching this point, such failures should be included in item 1. Block Systems.

A false proceed failure is a failure of a system, device or appliance to indicate or function as intended which results in less restriction than intended.

The following abbreviations may be used in the report.

- A—Automatic
- AB—Automatic block
- ACS—Automatic cab signal
- APB—Absolute permissive block
- ATC—Automatic train control
- ATS—Automatic train stop
- CL—Color light
- CPL—Color position light
- E—Electric
- EM—Electromechanical
- EP—Electropneumatic
- FP—False proceed
- MB—Manual block
- M—Mechanical
- P—Pneumatic
- PL—Position light
- SA—Semiautomatic
- TC—Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEMS <input checked="" type="checkbox"/> AB <input type="checkbox"/> APB <input type="checkbox"/> TC	4-5-95	1LB DAT1-03 East	Signal 538	E. E. Winchester
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL <input type="checkbox"/> AUTO-MATIC				
3 AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/ CORRECTIVE ACTION TAKEN

On April 5, 1995 at approximately 2:50 PM Engineer \_\_\_\_\_ operating train 1LB DAT1-03 traveling East, was in siding at \_\_\_\_\_ to meet train 1MB SMF2-04. \_\_\_\_\_ reported that Signal 538 was GREEN instead of RED after the 1MB SMF2-04 entered the block for Signal 538 at MP 66.7 West of Giddings.

Under the direction of Signal Supervisor \_\_\_\_\_ the signal system was placed at stop. It was discovered that a tree branch, broken by high winds, had fallen on the line wires, causing the 20H and 38H wires to wrap, thus making Signal 538 indicate GREEN instead of RED with the block occupied.

The tree branch was removed. The signal system was thoroughly tested and found to be working as intended with no exceptions. The signal system was restored to service on April 5, 1995 at 7:45 PM.